

This is UNCLASSIFIED information

1. Approved For Release 2008/01/16 : CIA-RDP83-00418R005300100001-0 Tisou - Kosice 25X1

Spisska Nova Ves, originally started in 1946. However, building on a full scale started only in 1949. Building was done mainly by brigade workers and in November 1955 the second track was put in use. The line was in many sections rebuilt and relaid and thus the track is shortened between Spisska Nova Ves and Kosice by 8 kilometers (from 84 kms to 76 kms), in section Kosice - Cierna nad Tisou by 4 kilometers (from 96 kms to 92 kms).

2. Two new tunnels were built: the Bujakov tunnel, 3,812 meters long, and the Tahanovce tunnel, 320 meters long.

In all, there are seventeen new railroad bridges constructed and three new highway underpasses as well as one overpass.

3. Electrification of the railroad line up to Krompachy was allegedly to be completed by the end of 1955. (In October 1955 the Zilina - Spisska Nova Ves section was completed.)

Electrification of Krompachy - Kosice - Cierna nad Tisou section is planned to be finished during 1956.

4. The Russian type gauge is not being planned on this line as all the bridges and tunnels were built for standard gauge. According to plans of the "Pozemni stavby" (Building enterprise) Kosice, Masiarska street a broad-gauge track of planned length of 4 kilometers will be built up to the Mala Dobra village. (In 1955 the construction already started.)

For 1956 it is planned to build the following new railroad stations: Krompachy, Kluknava, Rolova, Kostolany nad Hornadom, and Biela.

5. Explanation of markings:

The old single narrow-gauge track: interrupted black line - - - -

The new double track: interrupted red line - - - - -

Tunnel - solid red line - - - - -

Bridges, underpasses and overpasses are encircled.

Section Krompachy - Spisska Nova Ves runs, with the exception of some minor changes, in the original line. A new railroad bridge was built across the Hornad river between the Spisska Nova Ves and Margusovce, near the Spisska Nova Ves saw-mill ("Novoveska pila"), and an underpass on highway leading to Levoca.

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Key to the map:

1. The new, double track, which considerably straightened out the curve between the RR stop Kolinovce and the new highway underpass Krompachy - Kolinovce. The tracks on 4 meters high bullwark.
2. Highway underpass Kolinovce - Krompachy. Reinforced iron-concrete construction, 7 meters high and 10 meters long.
3. Eastern Slovakian Power Plant - Krompachy. (The tracks are about 70 meters distant from the new building of Power Station.)
4. Krompachy village. - The new line passes by the original track by 60 - 100 ms in northern direction. The Krompachy - Kluknava section has completely new double track line. From about the half way to Krompachy and Rychnava in the direction to Rychnava the line leads through an excavation. The line is about 30 meters distant from the Krompachy - Margecany highway at the Rychnava village.
5. Kluknava village. The new line straightened out the curve near Kluknava.
6. Railroad bridge across the river Hornad near Margecany. It is the highest RR bridge and its foundation is of granite; the construction of metal from profile iron. The bridge is approx. 15 meters high, 12 meters long and 6 meters wide. The old curve which was beyond the bridge in the direction to Kosice has been straightened out, and the track runs through an excavation.
7. Margecany village. From Margecany to Rolova Huta the new double track is on newly build bullwark.
8. Rolova Huta village. After the last building of the Rolova Huta RR station begins the new Bujakov tunnel.
9. Bujakov tunnel - straightened out the curve which run along the river Hornad. The tunnel is 3,812 meters long; 30 x 40 x 25 cm concrete blocks were used to build the horseshoe-shaped tunnel. The highest point of the tunnel is 8 ms. The tunnel was excavated in granite hill.
10. The largest bridge across the river Hornad/^{located} near Ruzina. The new line, leading from the Bujakov tunnel shortens the old curve between Ruzin and Mala Lodina - runs across the largest and longest bridge in the whole section. The bridge is about 80 meters long and 22 meters high. The bridge's foundation is build of square granite blocks and has 2 pillars of granite, angular shape. Bridge planking is metal construction from profile iron. The bridge was build by the KONSTRUKTIVA, Pilsen. This is the largest bridge on the Cierna nad Tisou and Zilina, line.
11. Ruzin village.
12. Bridge near the Mala Lodina village. It is located on the point where the new line joins the old track; the bridge is 12 meters long, 5 meters high.
13. Mala Lodina village.
14. Velka Lodina village. Beyond the village (Velka Lodina) towards Kosice the new track ~~is~~ straightened out the curve of the old track and for about one kilometer runs on the old line.

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15. Bridge across the river Hornad near Kysak. The new line leads across the Hornad river just before Kysak village. The bridge is about 20 meters long and about 7 meters high, of profile iron construction.
16. Kysak village.
17. Trebejov village. The original track led through a curve along the Hornad river. The new line runs straight from the bridge through the deep excavation towards the RR station Kysak.
across Hornad
18. Widened bridge/between Kysak and Trebejov. Next to the old bridge a new metal-construction bridge was built. The first track is laid on the old bridge and the second track leads across the new bridge.
19. New bridge near Kostolany. The new line between Mala Vieska and Kostolany deviates from the old line; it runs on bullwark on the northern side of a hill on which a church stands. The bridge is about 25 meters long, and 12 meters high, iron construction.
20. Highway underpass near Kostolany. The highway from Kostolany to Kysak runs through an underpass which is approximately 6 meters high and 10 meters long. Width is about 6 meters.
21. Widened bridge near Tahanovce. Next to the/old bridge near Kostolany a new bridge was constructed, of the similar reinforced iron construction as the old one.
22. Tahanovce tunnel. The tunnel is 320 meters long and build for double track. In the direction towards Kostolany the tunnel is approx. 7 meters north from the old tunnel and in the Kosice direction is about 25 meters north from the entrance of the original tunnel. The old tunnel is not in use now.
23. Tahanovce village. The new line deviates from the old one in Tahanovce section approximately 40 meters.
24. Reconstructed bridge near Kosice. On the northern outskirts of Kosice by the old RR bridge is a new bridge of the same structure. On concrete foundation, bridge construction is from profile iron.
25. Kosice.
26. New underpass in Kosice. The underpass is 18 meters long, 5 meters high and 6 meters wide. From the Legionarske square a new highway underpass was built in the direction of Kosicka Nova Ves.
27. Barca village. Up to the Krasna nad Hornadom village the new line follows the original track.
28. Krasna nad Hornadom village.
29. New bridge near Krasna nad Hornadom. About 15 meters north from the original track and south from Krasna n/Hornadom a new RR bridge of metal construction was built. The bridge is 30 meters long, 7 meters high, erected on two re-enforced concrete pillars, elliptic shape.
30. Nizna Huta village.

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31. New bridge near Nizne Hutka. The bridge is 40 meters long and 6-7 meters high. Construction of profile iron.
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32. Nizna Mysla village. Between the Nizna village and Vysna Mysla the new line slightly straightens out the curve. Up to the village Bohdane the new track follows the outline of the original line.
33. Bridge across the Mysla brook. Between the Nizna and Vysna Mysla villages there is a bridge of iron construction, about 8 meters long and 13 meters high. The bridge foundation is of re-inforced concrete.
34. Vysna Mysla village.
35. Bohdanovce village.
36. Highway overpass near Bohdanovce. This is the only highway overpass on the whole line. The structure is re-inforced concrete slightly arched. The length is 20 meters and the height 8 meters; width 6 meters.
37. BOLOGD village. From the Bologd village up to the Slancik village the new line is running on the original track.
38. Ruskov village.
39. Slancik village. Between Slancik village and Slanec the new line straightens few curves.
40. Slanec village.
41. Kalsa village.
42. Silvas village.
43. New bridge. North of Silvas village, next to the old bridge a new railroad bridge was built; the bridge is about 12 meters long and about 12 meters high. This bridge does not have any side supports.
44. Kuzmice village.
45. Kazimir village.
46. Newly constructed connection of the track near Iastovic to Velaky.
47. Iastovice village.
48. Michalany city.
49. Velaky village.
50. Legina village. Here the new line straightens out the bent.
51. Cergov village.
52. Slovenske Nove Mesto.
53. Borska.

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54. A new bridge across the Bodrog river. The bridge is south from the village Seleska. This bridge is of steel construction with arched supports on the side, 2 pillars on foundations - approx. length 60 - 80 meters and the height about 10 meters. The old bridge is not being used now. The construction was done by Konstruktiva, Pilsen.
55. Streda nad Bodrogom village.
56. Seleska village.
57. New road bridge across the Bodrog river. The bridge was built in 1949. It is of re-inforced concrete construction on 2 pillars of approx. length 60 meters. Is about 10 meters high.
58. Ladmovce village.
59. Samotor village.
60. A rebuilt bridge of steel-iron construction, approx. length 8 meters, ~~XXXXXX~~ ~~the~~ near Velky Gyres village.
61. Velka Gyres village.
62. Inundation bridge across Karcava river. The bridge is of steel construction, about 8 meters long and 5 meters high.
63. Inundation bridge across Karcava river; of the same construction as the above bridge; approx. length 20 meters. This bridge does not side supports.
64. Mala Gyres village.
65. Perbenik village.
66. Widened bridge across the Dobra brook; length approx. 10 meters of steel construction.
67. Dobra village.
68. Biel village.
69. Road underpass (under the railroad track) near the Biel village; it is approx. 30-35 meters wide and 5 meters high; construction is of re-inforced concrete.
70. Marshalling yard Cierna nad Tisou.
71. Cierna nad Tisou village.

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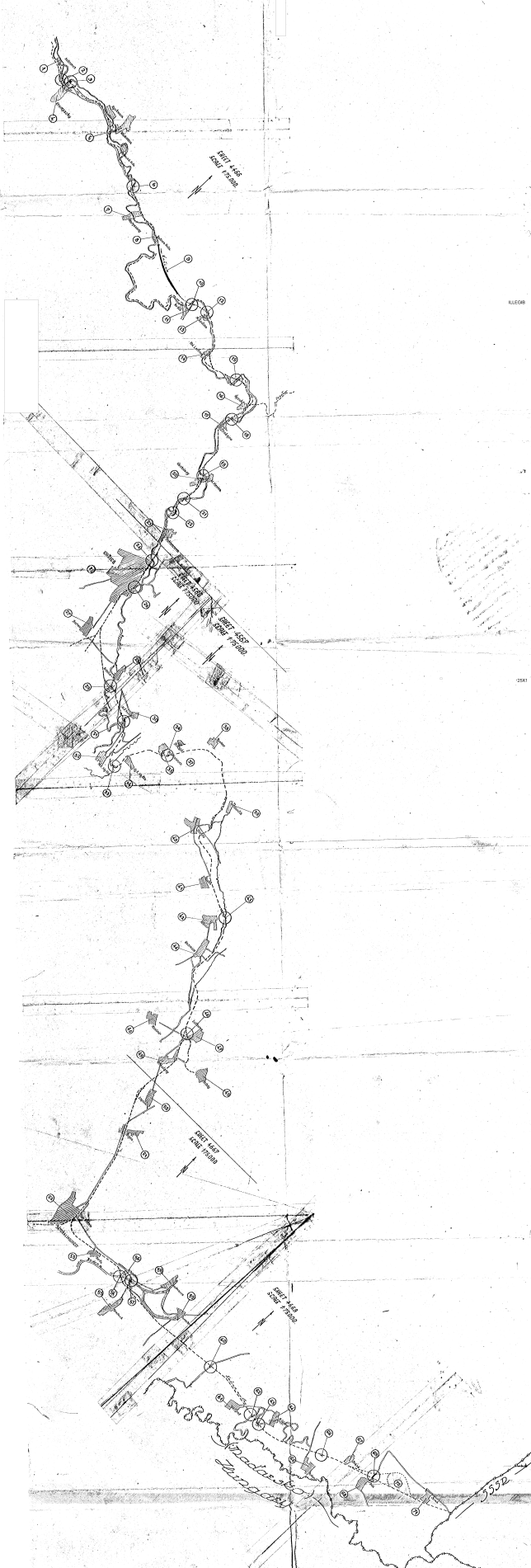
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